

VALUABLE PROPERTY OF GRANT

St. Louis, June 1.—John Fitzpatrick, formerly manager of the Southern Express Company, and Henry King, baggage master on the Iron Mountain Railroad, while on a spree at Texarkana, Texas, a few days ago made a display of some very valuable jewels and badges which, from the in-

scription on them, were shown to have been once presented to General U.S. Grant at reunions of the Grand Army of the Republic, Mexican Veterans and the Missouri Loyal League. It was learned that the men expressed the valuable to Kansas City intending to secure them at that point themselves, but that the bo-

was intercepted here by General Manager Soper, of the Iron Mountain Railroad, who now has possession of them. It is thought these men came in possession of the jewels by robbing General Grant's baggage last summer while he was on a trip to Galveston.

The supposed robbers were brought here this morning by Detective Cass

and Stewart. King was arrested last night at Sedalia. He was a brakeman instead of a baggage man, and says he obtained the medals and badges from a colored porter on the sleeping car of the special train that took General Grant from here, and he gave him \$20 for them. This story is not believed by the detectives.

Fitzpatrick says he had nothing to do with it, and that when he first saw the badges in the possession of King he advised him to either send them to Gen. Grant or to notify that gentleman that he had them, and to state how they could be recovered.

herent account of this affair. According to the statement of W. H. Byars, detective of the Iron Mountain railroad, King was a brakeman on the rear end of the train to which the special car containing the Grant party was attached, and had access to the special car. Fitzpatrick was not on the train at all. Byars thinks that King robbed Grant's baggage at night, when

The party was asleep, and when he met Fitzpatrick, who is an old friend and school fellow, they went on a spree together, and while drunk King produced the decorations and bung them on his own and Fitzpatrick's clothes. He does not think Fitzpatrick had anything to do with the robbery. Fitzpatrick was found at work in the Adams Express office, Kansas

City, and from him it was learned that King was going down as express messenger from Sedalia, Mo., to Dennison, Texas, on the Missouri, Kansas & Texas. Byars and Stewart at once started for Sedalia, taking Fitzpatrick along, and found King at Adams Express office. He offered no objections, simply asking the

privilege of getting his value. King declined to say anything further than he bought the badges from the porter of the sleeping car, giving him \$20 for them; but that he intended to keep them until Gen. Grant returned from Mexico and then get his reward. Fitzpatrick says that he and King got on a big drunk at Texarkana, and when he woke up he found the

rest of his coat covered with a Maltese cross, Russian Bear and other costly decorations. Noon as he discovered what they were he took them off, and begged King for God's sake to send them to Washington to be held until Gen. Grant returned there. He does not know, he says, what King did with them, but he and King came north and went to work.

at Kansas City. He further says, he and King have known each other all their lives, that they were brought up together in Louisville, Ky., and that King's reputation is good, and that he is well connected in Louisville. His full name is Elsie King. Neither police nor railroad officials have yet obtained all the necessary papers in the possession of

the decorations need in the possession of these men, but it is believed that they, and still others, will be secured, for it is thought that perhaps all the presents that General Grant had, including gold snuff boxes and jewelry of various kinds were plundered. Of this, however, nothing definite can be known until Gen. Grant arrives at New Orleans and furnishes a list

and description of the articles he had with him. A very singular part of the affair is that if General Grant was really robbed, nothing should have been heard of it, for it is hardly possible that he should not have discovered his loss, and having discovered it, should not have made it known and taken measures to recover his property.

DINASTROUS EXPLOSION
Of a Boiler in a Dye Works—Two Men
Instantly Killed.
 PHILADELPHIA, June 1.—At noon the boiler in Goffney & Co.'s Dye Works, Kensington street, exploded with disastrous effect. Three men were instantly killed.

rect. Two men were instantly killed, being blown to pieces, and others wedged in the ruins. The men were just about quitting work when the explosion took place, and many were knocked by the flying debris. There were three boilers in the establishment all surrounded by inflammable wood work. The burning

coals from the furnace were scattered in every direction, and the place immediately took fire. The flames extended to a row of frame houses adjoining the works. People from all sections hastened to the spot. The Fire Department was promptly on hand and the work of staying the flames and rescuing the injured was commenced.

Frederick Descher, Thomas Cady and Mrs. Hannah Dooley were on the steps of the house directly opposite. Descher was instantly killed and the other two injured. Frank Harbeson, an employe, was taken from the ruins dead, and Robert Bracey, a lad four years old, was killed by the flying debris.

The others injured were Louis Lehr, John Harbison, Albert Stevenson, John Morrison and Nellie and Michael Duffy, children. The dye works took fire afterwards and was destroyed with the stock, involving a loss of about \$20,000, which was fully insured.

More Pay Asked in the Coke Region.

MT. PLEASANT, Pa., June 1.—Notices are posted at all the coke works in the region giving notice of a demand of an advance of one cent per bushel for mining, and an increase of 10 cents per oven for drawing. In case of refusal to accede to their demands the miners are to resign their positions at all the coke works.

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